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CENTRAL INTELLIGENCE AGENCY

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Partial Soviet Standard Brief No 4^{1.}

SOVIET ARMY TRANSPORTATION

Introduction

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[redacted] it is limited largely to information concerning the 25th Tk Div, [redacted] and particularly concerns its subordinate units stationed in the PRENZLAU (5319N-1352E) garrison area. [redacted]

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A. MOVES TO SUMMER TRAINING CAMP BY PRENZLAU GARRISON UNITS

1. Road and Rail Echelon Formation

Each year, units of the 25th Tk Div which were stationed in the PRENZLAU garrison moved from PRENZLAU to the division's summer camp, ² a distance of approximately 45 km. At this camp they joined the rest of the division units, which had arrived from other casernes, for joint summer training. [redacted]

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During each of these three years, some PRENZLAU garrison elements arrived at the summer camp by their own organic transportation. The rest of the garrison elements, which were normally technical and service units, arrived by rail.³ All personnel [redacted] went to summer camp either with the regimental tactical element or with the rear service echelons.

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The move to the summer camp was always coupled with a tactical exercise ¹ for certain tactical elements of each separate unit of the PRENZLAU garrison. It was not always true, however, that only service and technical units went to the summer camp by train. What percentage of the tactical echelon of each unit went by organic transportation and what percentage went by rail depended on the scope and size of the exercise. In addition, the tactical road move to the summer camp had to be supported by certain service and technical elements, thus varying from time to time the percentage of rear service units remaining to move by rail.

In the fall, a similar procedure was combined with a like tactical exercise en route to the home stations.

2. Loading Plans

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[redacted] they were worked out at division level, from information submitted by the individual units within the garrison on their requirements. How the liaison and coordination with German railroad authorities in PRENZLAU was carried out was unknown to Source, except that he was quite sure that there were no Soviet military transportation units or Soviet military railway personnel permanently stationed at the PRENZLAU railroad station. Normally, a garrison officer was detailed to supervise the overall loading of the units; and each unit of battalion or regimental size designated one of its officers to be responsible for the loading of its own unit personnel and equipment.

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3. Rail Loading Facilities

a. At PRENZLAU

The loading facilities at the PRENZLAU railroad station made the simultaneous loading of different types of equipment possible. See Annex A for a memory sketch of the PRENZLAU freight yard.

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b. At the Summer Camp

There were loading and unloading facilities in the vicinity of the division's summer camp at ZEHDENICK (5259N-1320E), TEMPLIN (5307N-1330E) and at VOGELSANG (coordinates unknown). Source recalled that reinforced concrete loading platforms were located at ZEHDENICK and at TEMPLIN, while at VOGELSANG the loading platform was constructed of railroad ties. He could not elaborate further on these facilities.

4. Rolling Stock Required to Move Garrison Units

Source estimated that about four trains of 40 to 50 freight cars each would be required to load all the rear service personnel and equipment of the PRENZLAU Garrison.

requirements varied. regiment's 25X1X rear services echelon usually shared only a portion of one or more trains with other rear services echelons of other units.

Normally, five to seven days were required to load the service elements of the entire garrison because of insufficient rail transportation. Source estimated that if there had even been enough flat cars and other rolling stock, much less time would have been required to load all the rear service elements.

5. Garrison Security

Garrison buildings were sealed or locked when the units left for summer camp. One battalion-size unit of the garrison was detailed to remain at the garrison for security purposes. This battalion was relieved by other battalions of the same garrison, which rotated in from the summer camp at regular intervals. All dependents of Soviet Army garrison personnel who were billeted in an area just outside of the compound proper, remained in this housing area during the summer. They were also not permitted to visit their sponsors at the summer camp.

6. Types of Garrison Equipment Moved to Summer Camp

No weapons or other organic equipment were left at the home station. Certain items of post, camp and station property such as EM cots and heavy mess tables were left behind. Certain foodstuffs such as sauerkraut, fish, hardtack and potatoes were also left behind since there were insufficient storage facilities at the summer camp. These foodstuffs were trucked to the summer camp as needed.

B. ORGANIZATION OF THE MOVE IN THE 459th MORTAR REGIMENT

1. Division of Personnel and Equipment Between Rail and Convoy Movements

25X1X two mortar battalions usually departed for summer camp utilizing organic transportation. Each battalion usually left one truck in the area, so that the battery first sergeants could supervise a detail policing up the odds and ends of the battalion. This detail would subsequently join the battalion in summer camp.

To support the two mortar battalions and the regimental headquarters on their tactical road march to summer camp, the convoy usually included a portion of the regimental medical section, two or three truck drawn field kitchens from the regimental Housekeeping Platoon, mess personnel from both the officer and EM messes and one repair truck from the regimental Auto Platoon. One or two weapons repairmen from the regimental Artillery Repair and Supply Platoon also accompanied the regimental tactical elements in their mobile repair truck.

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The remaining regimental personnel were then organized to load all the remaining regimental equipment for movement by rail. Sometimes the trains were already at the train station in PRENZLAU, and part of the loading was already completed, before the tactical elements left the garrison. At other times the trains did not leave for several days following the departure of the tactical elements which had gone by road.

2. Regimental Personnel Responsible for Loading

25X1X The regimental Deputy for Supply was responsible for loading the service echelon [] However, this officer sometimes accompanied the tactical element on their move and the Chief of the Regimental School, as a result, was placed in charge of the loading in the majority of the cases. [] on other occasions the Deputy Commanders 25X1X for Line Matters and also the Deputy Commanders for Political Affairs were placed in charge of the "regimental rear".

3. Regimental Loading Procedures

The members of the Regimental School were left behind with the service echelon to do the loading. After the loading was finished, they accompanied the rear service echelon to the summer camp.

Generally speaking, Source was quite certain that the same loading procedures were followed by the other divisional units stationed in the garrison. 25X1X

25X1X [] the service echelon [] could be loaded in about one and one half hours, under ideal conditions and provided that there was sufficient rolling stock. This would include the loading of all the mortar ammunition which was trucked from the PRENZLAU garrison ammunition dump; this needed about an hour since it was loaded simultaneously with the other equipment. However, conditions were never ideal and two days were normally required to load the service echelon [] 25X1X [] 25X1X

4. Types of Equipment Loaded

In addition to ammunition, the following other regimental items were loaded for movement by rail: all items of the Regimental Clothing and Equipment Warehouse and the Food and Forage Warehouse; all billeting section items such as mattresses, pillows, chairs, tables, furniture, physical conditioning equipment weapons racks and officers' coats; and all items of the Artillery Repair and Supply Platoon, Auto Platoon and miscellaneous sections which had not accompanied the tactical units. In general practically everything that could be used other than certain items of camp and station property of the regiment was taken along to the training area either by rail or by organic transportation. The Regimental Chief of Food and Forage supply even took the herd of 10 or so pigs that he was responsible for to the summer camp. [] 25X1X that the 20th Mtrzd Rifle Regt had a herd of about 40 pigs which accompanied the regiment to the camp. It was the common practice for each unit to raise some pigs to add to its food supply.

5. Regimental Motor Convoy Procedures 4

25X1X [] the two mortar battalions of the regiment plus some elements of the regimental headquarters always preceded the service when tactical motor marches were made. The service elements were always in visual contact with the line units of the regiment, which were in front, and the space between vehicles were prescribed as 25 m. When tactical road marches of any distance were made,

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it was the duty of the regimental Chief of Reconnaissance, a major, to reconnoiter the route or select the route from the map without prior reconnaissance. He would select a detail of soldiers from the various units of the regiment to act as road guides. Normally no recruits were selected for this. Personnel would be placed along the route, at vantage points, to channel the traffic with the aid of a red and white flag for each person thus detailed. In most instances, the road guides knew the regimental vehicles by sight. However, the regimental vehicles were also identified by some temporary chalked marking as long as the exercise was in progress.

C. TANK LOADING DATA ON 25TH DIV TANK UNITS

These tanks of the 175th Tk Regt and of the 83d Hv Tk SP Regt that did not participate in the tactical road march to the summer training camp were moved by rail. They were end-loaded, with the ends of the flatcars forming a platform for movement from one flatcar to another. Heavy wooden planks were laid over the tops of these flatcar platforms when loading heavy tanks.

At no time did Source ever see more than one tank loaded on a flatcar. When there was a shortage of rolling stock, it was permissible although not desirable to load three vehicles of 2½ ton size on two flatcars, having the rear wheels of one of the three trucks on a flatcar and its front wheels on another flatcar. Source could not describe further these flatcars, which he stated, were of different sizes and differed in the numbers of axles.

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Comment 1: See a forthcoming report for Source's information on the remaining requirements of this Brief.

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Comment 2: See a forthcoming report on Training and Maneuvers, for the location of this summer camp.

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Comment 3: See [] for the designation of, and further information on, the units of the 25th Tk Div which were in the PRENZLAU Garrison. These units comprised two-thirds of the divisional strength.

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Comment 4: See [] for a list of the organic vehicles

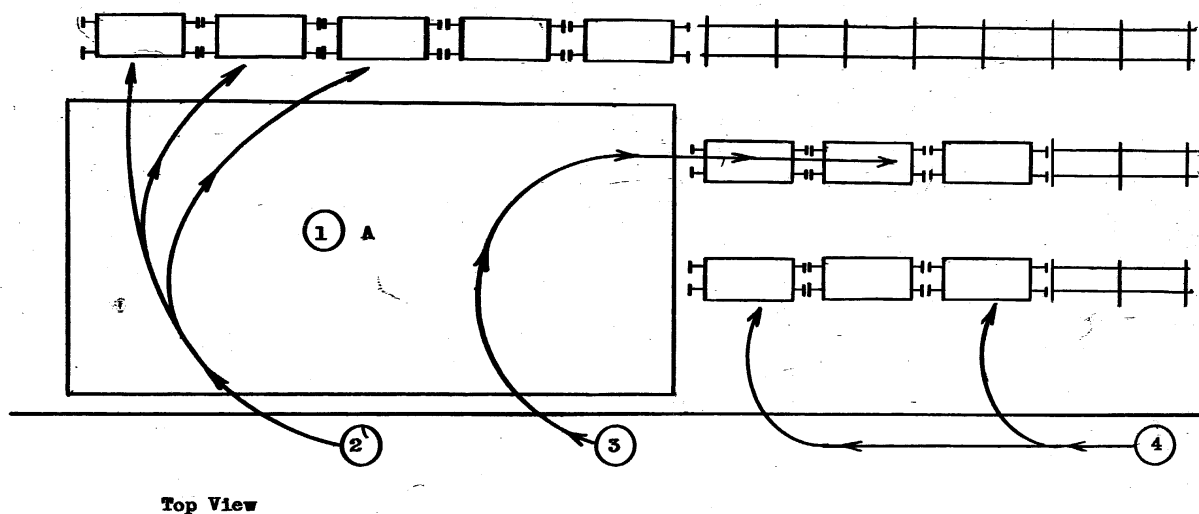
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Annex A

Source's Memory Sketch of Railroad Loading Facilities in PRENZLAU



Legend:

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|--|---|
| 1. A represents top view of reinforced concrete loading platform. Could accommodate about 5-6 railroad cars. | 3. Direction of loading of tanks and vehicles. |
| 2. Direction of loading of Mortar ammunition, Distance between platform and railroad cars was only a few inches. | 4. Direction of loading directl from cobblesone road of items that could be manhandled. |